

**REMARKS**

By the present amendment, claim 1 has been amended to incorporate therein the feature of original claim 7 according to which the vehicle further comprises a switch having a first position, in which the electric motor is connected to the battery and a second position in which the battery is connected with the external power source, the connection between the motor and the battery being interrupted when the switch is in the second position.

Claim 7 has been amended to delete the corresponding recitation, and claim 10 has been amended to replace “further comprising” by “wherein the switch is.”

Claims 1-12 are pending in the present application. Claim 1 is the only independent claim.

**Priority Claim**

As a preliminary, it is noted that receipt of the priority document is not acknowledged in the Office Action summary.

An acknowledgment of the claim for priority and receipt of the priority document is respectfully requested.

I. **Objection to the title**

In the Office Action, the title is objected to as not descriptive.

The title has been amended to recite “with interruption of electrical motor-battery connection during charge.” Accordingly, it is submitted that the objection should be withdrawn.

II. Rejection based on Parise

In the Office Action, claims 1-12 are rejected under 35 U.S.C. 102(e) as anticipated by US 6,792,259 to Parise ("Parise").

Reconsideration and withdrawal of the rejection is respectfully requested. Parise concerns a system of remote wireless charging of a battery or other energy storage system of a vehicle, including the possibility of using different power sources (see Parise at col. 9, lines 22-25). However, Parise is silent regarding specific issues related to fast-charging, in particular connection control and monitoring and switching connections with a charging network and a traction chain. In particular, Parise focuses on charging while the vehicle is moving and is silent as to any specific energy transfer or commutation circuit on-board the vehicle for charging purposes. Accordingly, Parise does not provide any motivation or inventive toward addressing the issue of separating a connection to a charging network and a connection to an electric motor.

In contrast, in the presently claimed invention, the vehicle comprises a switch having a first position, in which the electric motor is connected to the battery and a second position in which the battery is connected with the external power source, the connection between the motor and the battery being interrupted when the switch is in the second position, as recited in present claim 1. This feature of the presently claimed invention and its advantages are not taught or suggested in Parise. Therefore, the present claims are not anticipated by, and not obvious over, Parise.

In addition, with respect to the dependent claims, it is submitted that Parise fails to teach or suggest the combined features of these dependent claims. In particular, Parise is silent

regarding two- and three-phase networks and multiple power sources as recited in present claims 2-4, let alone isolating the external power source from electromagnetic interferences generated onboard the vehicle or balancing phases of a multi-phase supply network, as recited in present claims 5-6, or practical applications to a hybrid vehicle as recited in present claims 8-9 and practical configurations of a switch as recited in present claims 7 and 10. Therefore, each of the dependent claims is not anticipated by, and not obvious over, Parise.

In view of the above, it is submitted that the rejection should be withdrawn.

III. Rejection based on EP'977 or EP'485

In the Office Action, claim 1 is rejected under 35 U.S.C. 102(b) as anticipated by EP 0 834 977 ("EP'977") or EP 1 201 485 ("EP'485").

Reconsideration and withdrawal of the rejection is respectfully requested. EP'977 and EP'485 describe hybrid vehicles each comprising a battery adapted to be recharged by an external source. However, these documents do not describe or suggest using a switch that interrupts the connection from the electrical engine to the battery when the switch is commuted to a position connecting the battery with the external charging source. As a result, EP'977 and EP'485 do not provide any motivation or incentive to provide a switch having a first position, in which the electric motor is connected to the battery and a second position in which the battery is connected with the external power source, the connection between the motor and the battery being interrupted when the switch is in the second position, as recited in present claim 1.

Therefore, the present claims are not anticipated by any of EP'977 and EP'485, and not obvious over these references taken alone or in any combination.

Amendment  
US Appl. No. **10/536,702**  
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In view of the above, it is submitted that the rejections should be withdrawn.

In conclusion, the invention as presently claimed is patentable. It is believed that the claims are in allowable condition and a notice to that effect is earnestly requested.

In the event there is, in the Examiner's opinion, any outstanding issue and such issue may be resolved by means of a telephone interview, the Examiner is respectfully requested to contact the undersigned attorney at the telephone number listed below.

In the event this paper is not considered to be timely filed, the Applicants hereby petition for an appropriate extension of the response period. Please charge the fee for such extension and any other fees which may be required to our Deposit Account No. 502759.

Respectfully submitted,

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